

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE
S.S. "HONAM" 2,161 Tons, "FATSHAN" 2,266 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

LANE, CRAWFORD & CO.

HONGKONG-MACAO LINE

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 3 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG."
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 584 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice versa by the Companies' direct steamers "Liatien" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.
On **SUNDAY**, the 18th April.
S.S. "SUI-AN"

COASTAL STEAMSHIP CO., LTD. (INCORPORATED IN HONGKONG)
 Departure from Macao 5 P.M.
 Popular Excursion Rates as usual.
 Machado's String Band will play selections of Music during the trip.
 N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 HOTEL MANSIONS, (FIRST FLOOR)

Hotels.

HONGKONG HOTEL.

A. F. DAVIES,
Manager. 196

GRAND CARLTON HOTEL.
8 & 10, ICE HOUSE ROAD.
Telegraphic Address "GRAND"—Telephone No. 879

Telegraphic Address: **GILFILLAN**.—Telephone: **210, 822.**

Forty Large & Airy Rooms. Situation Unrivalled.
Cuisine Unexcelled.

MATRON IN ATTENDANCE
TERMS VERY MODERATE

For further particulars, apply
MANAGER.
 Hongkong, 6th April, 1900.

ASTOR HOUSE
(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation.

for Families and Towns...
Under Personal Supervision of
L. GAMEAU, **N. BLUMENTHAL**
Proprietor, Manager
Telephone, 195 Telegrams "Azer"
1957

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN" Capt. B. Wilhelm	WEDNESDAY, 31st April.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFFLINGER" Capt. G. Meiners	About WEDNESDAY, 31st April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE SIGISMUND" Capt. D. Lenz	THURSDAY, 22nd April, 5 P.M.
KODAT and SANDAKAN	"BOERNE" Capt. F. Sembill	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIC			26th April, P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	27th April, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN			10th May, P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th April, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and principal steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamonee.

For further particulars, please apply to the COMPANY'S OFFICE at Shamonee, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

HONGKONG-MANILA-

ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Date
S.S. "MANDAL"	1,917	Erickson	MANILA	About 10th April, 1900.
S.S. "RIGEL"	1,750	Slevest	Do.	About 30th April, 1900.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 13th April, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hour

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 576, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. 1. and Watkins.

Yokohama, May 23rd, 1900.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS. Co

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO

Agents

Hongkong, 13th April, 1900.

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 3.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPELLE TOOLS, TOY BOOKS AND RELIEF SCRAP.

MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited.

GRACA & CO.,

No. 27, Des Vaux Road.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 13th April, 1900.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30's each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & SONS, George Street, Minor, London, E.C. England.

AUSTRALIAN CHINESE CONSUL-GENERAL.

PROMOTING TRADE RELATIONS.

Perhaps the most interesting personage on board the R.M.S. *Mongolia*, when she arrived at Fremantle from Europe, was His Excellency Liang Lan-hsun, the newly-appointed Consul-General of Australia, news of whose selection for the position by the Chinese Government was announced by cable some time ago.

It will be remembered that during the early part of February of this year Hwang Yung-Liang, the Consul-General for New Zealand, passed through Fremantle, on which occasion he explained that the growing necessity of having official representatives of China in Australia had been recognised by the Celestial Government for some time past, and that arrangements had been made for the establishment of Consulates in the Commonwealth and New Zealand. These two pioneers of Chinese diplomacy have now arrived at their respective posts.

"You are fully aware," he remarked in fluent English, "that the Chinese Government is desirous of looking after the interests of our countrymen who are resident within your country. The Imperial Government has appointed me to represent the Empire in Australia, and I am looking forward with pleasure to taking up my duties in Melbourne, which will be my headquarters. When I have settled down there, I shall visit the different States, and get into touch with my fellow-countrymen all over Australia. You see, I have not been long away from China, and only went to London quite recently, for a brief stay. During my visit there I called on the several Agents-General for the States, and gained some information from them on matters of interest to me. At the same time I desire first of all to get into touch with my fellow-countrymen."

Some fears are entertained that China has views in regard to Northern Australia for her surplus population. Do you think that China has need of such an outlet?

"Not for one moment," he retorted. "You only need to look at your maps and you will see that our great northern provinces of Mongolia and Manchuria are far from being adequately populated. Some of our cities are certainly overcrowded, but this overcrowding is being alleviated and people are being encouraged to improve the other parts of the Empire. No, China has to take her internal arrangements into consideration first before she seriously considers herself about outside affairs. To my mind there is no surplus population in the Empire that we should need to have disengaged on Northern Australia."

How is Australian legislation, such as the Alien Immigration Restriction Act, regarded in China?

"I do not care to say at this stage. Personally, before I can expect to deal with such matters, I must study them in all their aspects. Some things strike me as being funny. I understand that Chinese who come here are required to pass an education test, by transcribing some passage in English, at dictation. I wonder how the situation placed *vice versa* would appeal to an Australian! Fancy him coming to China and being required to pass an education test by writing some passage in Chinese characters at the dictation of one of my countrymen. No, the matter is a peculiar one. However, it is one of the instances of Australian legislation which I must look into, and obtain the views of my fellow-countrymen out here. You see, I am in the position of being unacquainted with Australian conditions, legislation, and so forth, as affecting the Chinese residents of the Commonwealth; and until I gain some such knowledge I cannot speak fully on the subject. Of course, when vice-consuls are appointed in each State, as they will be shortly, I will be greatly assisted in my work."

THE OPIUM SMOKING EVIL.

During the stay of the mail boat at Fremantle the Consul-General was waited on by a number of prominent Chinese residents of the metropolis and the Port. He was escorted to the Hotel Fremantle, where a reception was held and matters of mutual interest were discussed. Subsequently the party adjourned to the *Mongolia*, and in the smoking-room several local residents addressed themselves to the opium evil.

The speakers pointed out that a large number of their countrymen had given way to the opium smoking habit, and were being ruined financially as well as physically. Their senses were dulled, and their self-respect and personal cleanliness sacrificed, with the result that they caused Chinamen as a whole to be disgraced and classed as undesirable. The importation of opium was prohibited, and yet quantities of the drug were available for smokers. They requested Liang Lan-hsun to assist them in having legislation passed to enable the police or Customs officers to prosecute Chinese caught smoking opium, and further, to enable the State or the Commonwealth to deport Chinese who were convicted of being connected with the opium traffic. It was pointed out that in Victoria the State prosecuted opium-smokers, and they desired the same law to obtain in Western Australia.

In reply, the Consul-General promised to keep the matter in mind. He pointed out that it was necessary for him to make many inquiries into matters affecting the welfare of his countrymen in Australia, and when he had a grasp of what was desired, he would then take action. It seemed funny to him that although Australia was supposed to be a federated, yet, as they informed him, such matters as the opium traffic which was controlled by the Commonwealth, were dealt with differently in different States. It would, perhaps, be difficult for him to deal with the opium traffic, unless the Government assumed legislative power to more stringently control the traffic and prohibit absolutely the smoking of the drug. He would return to Western Australia in the course of a few months, and would then go into the matter fully.

TO LET.

TWO AIRY ROOMS in a house on BRISBANE TERRACE, first row, entrance from Robinson Road, Moderate Rental. For particulars, apply to—

"HOUSEHOLDER."

C/o Hongkong Telegraph.

Hongkong, 5th March, 1900.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

THE COMPTON DEPARTMENT,

E. D. Sarsson & Co.,

Queen's Road Central.

Hongkong, 24th February, 1900.

TO LET.

ROOMS suitable for Offices in No. 10, ICR HOUSE STREET, in rear of David Russell & Co's premises.

CHAMBER'S with Bathrooms and use a Kitchen in No. 13, WANDHAM STREET, known as College Chambers.

Apply to—

DAVID RUSSELL & Co. Ltd.

Hongkong, 14 April, 1900.

WEATHER-FORCAST AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and D U M below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Aberdeen
Waglan	San Ki Wan
Stanley	Sai Kung
Cape Collinson	Sha Tau Kok

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the Observatory.

F. G. FINE, Director.

Intimation.

Powell's

28, Queen's Road.

NEW GOODS
FOR
GENTLEMEN'S
WEARFine Quality
Zephyr
Shirts
Exclusive DesignsThin
Cashmere
and
Lisle Thread
Socksin
PLAIN COLOURS
and
SMART STRIPES

INDIA GAUZE

and
CELLULAR
SINGLETPITH,
CORKand
RUBBER
HELMETS

Moderate Prices.

Gentlemen's
Department.POWELL'S
ALEXANDRA

BUILDINGS,

and

28, Queen's Road.

Hongkong, 10th April, 1909.

Intimations.

HONGKONG GENERAL CHAMBER OF
COMMERCE.THE ANNUAL GENERAL MEETING
of the Members of the HONGKONG
CHAMBER OF COMMERCE will be held on
FRIDAY, the 23rd April, 1909, at 4 P.M. in the
CITY HALL, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 14th April, 1909. [343]

NOTICE OF REMOVAL.

WE have This Day REMOVED our
OFFICES to No. 14, DES VŒUX
ROAD formerly occupied by Messrs. Shaw,
Tombs & Co.ARRATON V. APCAR & Co.
Hongkong, 12th April, 1909. [337]

SPECIAL NOTICE.

CHARGEURS REUNIS.
FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the public that their steamers of the Round the World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from YOKOHAMA DIRECT to SAN FRANCISCO without making any port of call en route.

Shippers of cargo to SAN FRANCISCO, MEXICO and SOUTH AMERICA no doubt appreciate this new facility afforded to them of a fast cargo-boat service from China and Japan to above-mentioned destinations.

For full information, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.
Hongkong, 15th April, 1909. [345]

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of
The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908. [45]

THE DAIRY FARM CO., LD.

WE are Specializing in a Line of
"BACON and HAM."

EXCEPTIONAL QUALITY.

Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [791]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & Co.,
General Managers,
Hongkong 15th August, 1908. [36]THE DRAPERY
EMPORIUM,
7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLESOF
CLOTHING, FANCY GOODS
and TOYSAT
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 10th April, 1909. [140]

MUTILATION OF GIRLS IN KOREA

ARREST OF A GANG OF FACE SLASHERS.

Some days ago we (Japan Chronicle) reported the wounding of a young girl of Yonagawa-cho, Hyogo, by an unknown assailant, who, shouting out that he was a *Yakushin-giri* (killer of a hundred persons), slashed the girl in the face with a sharp instrument, inflicting a deep wound. During their quest of the miscreant the Hyogo police ascertained that six other young girls had been treated similarly in circumstances identical with those attending the attack on the young girl referred to. A special detective force was thereupon formed and began a determined hunt for the author or authors of the crimes. The detectives assumed various disguises, some as *rikisha*-men others as coolies and even women. Their painstaking efforts led to the arrest on the 3rd and 4th instant of six youths—Matsubara Seichi, aged 20, Tanji Ko, 18, Miyawaki Sumio, 18, Ogawa Kwaaji, 17, Fujiwara Rikimatsu, 18, and Kasawara Gengo, 18, all of Kobe.

At the police-station all six prisoners confessed to being responsible for the assaults. It appears that their motive for such extraordinary behaviour was their failure to find favour in the eyes of the girls in whom they had placed their affections—though, strange to say, these were not the young ladies on whom they vented their spleen in the barbarous manner mentioned. According to their own statements, the six had united in a band and had sworn to uphold the interests of each other. Each member was courting a girl, but unhappily their advances met with a chilly reception in every case. Their ardour as lovers being thus damped, they sought solace and sympathy in their mutual band, they registered a vow that if they were to be deprived of the full enjoyment of feminine beauty they would slash the faces of women and thus destroy their most attractive feature. With this horrible resolve they sallied forth in quest of prey and each managed to inflict a deep gash on the face of at least one unsuspecting young woman, as mentioned. The weapons used were scissars, small swords, and knives.

The prisoners are now under preliminary examination at the Public Prosecutor's Office in the Kobe Chiba Saibansho.

VOLCANIC ERUPTION IN THE
HOKKAIDO.

REPORT BY EXPLORING PARTY.

A Sapporo dispatch reports that Mr. Imamura, a police inspector, accompanied by a party, ascended Tarumay-san, a volcano in the Hokkaido, to report on the eruption, which has been going on for some time. They returned on the night of the 4th instant, and reported that the seat of the present eruption is to the north-west of the crater which was last active in 1794. Smoke was rising rapidly from the new crater and the party was unable to ascertain definitely its size, but it seemed to be about one-third of a mile in diameter. A sound like that made by boiling water was heard in the crater, from which smoke was issuing at various points. Two holes had been formed on the edge and smoke was rising from them. A large number of stones had been thrown out around the crater, some of them measuring about 9 feet in diameter. On the 30th ultimo ashes were violently thrown out. Since January 23rd the volcano has broken out into eruption five times. The loudest report was heard on February 10th.

MAGNETIC HEALING.

EXTRAORDINARY CREDULITY.

At the City Court, Bendigo, Victoria, on February 22nd, Mrs. Amelia Murray, of South Yarra, was charged with having obtained by a false pretence £15 from John Hynes.

Charlotte Mary Hynes said her boy Jack, five years of age, suffered from hip disease. She consulted Mrs. Murray at Bendigo. Mrs. Murray said she could cure the boy. When she effected a cure in such a case she charged between £30 and £40, but in a case like hers she would charge only £15. Witness attended a meeting conducted by Mrs. Murray on the following Wednesday. It was opened by prayer by Mrs. Murray, who, after having read a passage from the Bible, said she had never been to college, and had not paid for her training. God never used knives; His grace and power of healing were sufficient. It would take six weeks to cure a case of hip disease. On the following day, August 6th, she again saw Mrs. Murray. The latter said: "Yes; I will cure him by magnetic healing. I have a special power from God. After a few weeks he will walk without a limp or an ache." The treatment of the boy began on the following Saturday, when witness paid £15. When the lad was undressed Mrs. Murray closed her eyes, made passes, and lightly stroked the boy's body from head to toes. He cried under the treatment. Mrs. Murray gave her a packet of herbs to be boiled down to a pulp and mixed with gin, to be taken three times a day. Witness was also given a tin of green ointment to rub into the lad's spine. She had also to give him a bath every night with a quarter of a pound of salt and a quarter of a pound of washing soda in it. The baths made him ill. Later Mrs. Murray told witness to buy a football, and allow the boy to kick it with his sore leg. The lad got worse kicking the ball. On the Tuesday of the sixth week Mrs. Murray said that by the Saturday the boy would walk without a limp. She told him when saying his prayers to say every night, "I will walk on Saturday without being lame." The boy did as he was told, and on the Saturday he could not walk at all and was in dreadful agony. On the following Friday Mrs. Murray said if she had the boy in Melbourne for three weeks she would effect a cure. Witness said he was getting worse, and she would not give him to her three minutes longer. Her husband then asked for the money back, but Mrs. Murray said she could not settle up then, but would write. The hearing was adjourned for fourteen days.

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOL'S PREPARATION

resists. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Angemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. Watch carefully against imitations. Sold by chemists throughout the world.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [145]

Telephone: 482.

Telegrams: "Cyclometer."

CONTINENTAL
AND
HOME RATES.

IMPORT AGENTS

FOR

Motor Cars,

Cycles,

Launches,

Automobiles.

DRAGON CYCLE
DEPOT,

HEAD OFFICE and SHOW

ROOMS,

88-89, Des Vœux Road, Central,

Hongkong.

Entertainment.

COMING! COMING!
THE
HIPPODROME
CIRCUS &
MENAGERIE.LOCATION:
CAUSEWAY BAY.

WATCH THE DATE.

Box Plan.

ROBINSON PIANO CO.

A. JACKSON,

Representative,

Hongkong, 5th April, 1909. [322]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

ON MONDAY,

the 19th April, 1909, at 11 A.M., at their

Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street.

A QUANTITY OF

FANCY SATIN, MUSLINS, LAOE CURTAINS, CRITONNE, TABLE COVERS, BLOUSES, SKIRTS, UNDERSKIRTS, SATIN QUILTS, TRAY CLOTHS, EMBROIDERED TOP SHEETS, BEDSPREADS, TABLE CLOTHS and SERVIENTS, GENTS' and LADY'S HANDKERCHIEFS,

AND

An Assortment of PERFUMES, &c.

ALSO

A Special Assortment of LADIES' TRIMMED HATS, Latest Style and up-to-date shape, and a few CHILDREN'S SILK HATS.

(The Hats will only be on view on the morning of the sale).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th April, 1909. [347]

Intimations.

FACOT DRESSING COMPANY.

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th Feb. 1909. [65]

D. NÔMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other means. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [36]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India.

From Australia, ex S.S. Moldavia.

From Calcutta, ex S.S. Japan.

From Persian Gulf, ex H.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, 15th April, 1909. [4]

Consignees.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 19th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th April, 1909. [336]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Cordovan and Cherbourg, from Havre ex S.S. Cordovan, and from Bordeaux ex S.S. Villed'Arres, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th April, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 19th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 12th April, 1909. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. of the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 14th April, 1909. [6]

FROM EUROPE.

THE H. A. L. Steamship

"SILESIA,"

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th April, 1909. [349]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON"

FROM ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd April, 1909, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th April, 1909, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 22

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!It has been proved by repeated experiments
that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful to a pint of water, or a teaspoonful
to three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint.....50 cents
" " Gallon.....\$2.00A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 17, 1909.

MR., MRS., AND MISS.

It is not to be supposed that the demand for a new title, to distinguish bachelors from married men, will ever be satisfied. The British Empire at large is invited to suggest one, but we seem to have lost the faculty of devising new words. It would be convenient. A good many young men who have taken on the precious burden of a wife, not only throw it off but ignore it when they find a chance; this wicked levity would be dangerous if they had also to resume a designation to which they had no longer any right. But there is little profit in discussing reforms, however excellent, which will never be carried out. "Lord" (Haford) and "Lady" (Lhaedige) sufficed our ancestors for an indefinite length of time; if they rightly mean "Lord-owner" and "Lady-giver" they might be applied to all who had servants and dependants, evil or good, as the old phrase went. At any rate, no others are recorded.

We can scarcely grasp the condition of society, raised high above the stage of barbarism, where titles other than those pertaining to office are unknown. It always puzzles an intelligent schoolboy to read one of the little speeches in Greek or Latin history, where a rough fellow addresses some great personage by his bare name, as it might be "Thomas" or "Jones," with no intonation of disrespect, as a matter of course. But "Lord" and "Lady" were restricted to persons of rank, as is generally supposed, it was the same with our own people, so far as appears. Many vocabularies survive from the tenth century downwards, but it is not until the thirteenth that we find "Meyster," the old French "Maître" without change of pronunciation. "Magister" does not appear. In the early lists, though used in contemporary dialogues, where it means schoolmaster. It is thought vulgar now to call a teacher a "leaster," but Archbishop Aelfric knew no other English word for a schoolmaster (lærow).

Woman had to do without a title a good deal longer apparently. But those good old words "Gaffer" and "Gammer" call for more notice than is granted them generally. They are ignored in the vocabularies, so far as we have observed; but that proves nothing at all—only a minute fraction of English words figure there. "Gaffer" sounds very old and ugly. The elderly can recollect it is familiar, one through the remote districts of the Midlands. "The Gaffer" was the farmer; but any man of standing could be described as Gaffer. So-and-so. It may be suspected that this usage was native; that it would have escaped record or notice is not extraordinary. "Gammer" we do not personally recollect. But "Gooey" was still current. On the subject of last year's

does not seem incredible that this also should have been a serious title once.

All who chanced to think upon the subject must have been puzzled by the number of French terms for kinship in English, as nephew, niece, cousin, uncle, grand—those who still fancy that the use of French words for cooked meat, while the name of the animal remains English, should be interpreted to mean that our unfortunate ancestors never tasted the cattle or pigs they raised, must conclude, on the same reasoning, that they had no uncles, nieces, aunts, or even grandmothers. In fact, if the assurance be necessary, they had as many of these relatives before the Conquest as after, and names for them all their own. It was the lawyers and Proctors of the Ecclesiastical Courts, no doubt, who gradually introduced the foreign terms; but "cousin" in the sense of kin was not lost in Staffordshire sixty years ago. Properly, it signifies an uncle, like the Cape-Dutch "Oom."

The origin of "Miss" is so curious that one must be circumspect in dealing with it. The obvious derivation is from mistress, but it is by no means so simple as it looks. A date for the introduction can be assigned within very few years—which itself is remarkable. John Evelyn gives a number of references—the abbreviation was new and shocking to him. In 1663 he goes to see the "fair and famous comedian Roxalana," and there hears talk of Misses, "as at that time they began to call those women." There is redundant evidence to the same effect. Never did word undergo a stranger transformation! The reason is that it supplied a "felt want," growing more and more urgent continually, and the public seized upon it, regardless of its associations—brushed them aside and forgot them. In less than fifty years we find "Miss" thoroughly established; Pope's correspondents would have been horrified, no doubt, to hear how it arose. But ladies of high rank could not forget so easily. All through Lady Mary Wortley's correspondence in the eighteenth century the title never occurs. Lady Mary's daughter, born in 1718, left it on record that people called her "Mistress" while in the nursery, but the reminiscence proves that before her death that form of address to a girl had become obsolete and even ridiculous. "Miss" had definitely triumphed.

FREDERICK BOYLE in *Pall Mall Gazette*.

LOCAL AND GENERAL.

THE Hon. Mr. A. W. Brewin returned to the Colony on the 8th instant and resumed duty as Registrar General.

THE name of Mr. S. W. McP. Hammon has been added to the local register of chemists and druggists.

ON Sunday, next the preacher at the evening service at St. Peter's Seamen's Church will be the Lord Bishop of Victoria.

THE Russian Minister in Peking has demanded the right of navigation and policing on the Usuri River, but the Waiwups has refused the demand.

HIS Excellency the Governor has been pleased to appoint Mr. E. D. C. Wolfe to be a deputy registrar of marriages, with effect from the 8th instant.

H.E. CHANG MING-CHI, Governor of Kwangsi, recently submitted a number of suggestions on reforms to the Prince Regent which were highly approved by the latter.

MR. Archibald Ritchie has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burden, during the absence on leave of Mr. Thomas Skinner.

ON account of repeated representations by the Waiwups on the Pratas Island question, the Japanese Minister at Peking is reported, to be inclined to be conciliatory in the matter.

A LIST of masters, mates, and engineers who have passed their examinations and obtained certificates of competency issued under the provision of Her Majesty's Order in Council of the 31st December, 1883, for the year ending 31st December, 1908 is published in the *Gazette*.

A RICKSHA coolie, who, through sheer carelessness, knocked down a boy with the shafts of his vehicle at West Point this morning, was ordered to pay the lad fifty cents compensation. The boy was playing in the street, when the ricksha struck him on the chest, bowling him over, and damaging his right foot.

PRINCE Ching is reported to have assured Mr. Ito, the Japanese Minister at Peking, that China appreciates Japan's sincerity and that she (China), will waive her proposal for an appeal to arbitration if Japan objects to the idea and prefers to settle the questions outstanding between the two countries amicably and by mutual concessions.

MR. P. P. J. Wodhouse, assistant superintendent of police, left England on the 9th instant for Hongkong. Mr. Wodhouse, it will be remembered, left here some months ago to consult a specialist regarding one of his eyes, which was defective. We notice also that Mr. F. Howell, of the Supreme Court, is expected back about the same time.

THE happy vein in which the *Syren* enlarges on John Chinaman's qualifications is decidedly refreshing. It says:—Ah Sia has many good points about him, and is by no means the combination of fool and knave he is alleged to be. He will master the mysterious process of developing a negative in a very short time, and his mechanical skill is unquestionable.

THE *Courier* publishes interesting figures showing how it stood with trade between Oochia-Chiao and the Philippines in 1908. The Colony, that year, exported to the islands articles to the value of \$7,264,409, of which rice accounted for seven millions. The Philippines statistics show that imports there from the French Colony far exceeded in value those from the United States.

Hongkong Shipping
Firms Boycotted.

THE HAIPHONG RICE TRADE.

GRAIN IMPORTERS FIGHT SHIPOWNERS.

History repeats itself. The boycott, which was instituted against the three Hongkong shipping firms engaged in the Haiphong-Hongkong trade towards the end of 1907, has been revived, and for identical reasons. The similarity of the present situation to that obtaining when the first boycott was engineered, permits of a recapitulation of the facts with which commercial readers will have been more or less acquainted. As on the former occasion, the boycott has been established by the leading firms of dealers in rice at Haiphong. The Hongkong shipowners affected are Messrs. A. R. Marty & Co., Messrs. Jobson & Co., and Messrs. Butterfield and Swire. All these firms operate regular lines of steamers trading between Hongkong and Haiphong. The vessels represented by each are as follows:—

The senior firm, Messrs. A. R. Marty & Co., with two steamers—the *Hongkong* and *Hanoi*. Messrs. Jobson & Co. with five steamers, viz., the *Triumph*, *Mathilda*, *Carl Diderichsen*, *Jack Diderichsen* and another vessel as she may become available.

Messrs. Butterfield & Swire—the latest entrants in the competitive field—have three steamers; they are the *Challenger*, *Singai* and *Hughes*.

The combined fleet of the regular liners thus comprise ten vessels.

The pioneers in the Hongkong-Haiphong trade were Messrs. A. R. Marty & Co., who have regularly maintained a fleet of small vessels on the run for the past sixteen years. With the advent of the firm of Messrs. Jobson & Co. and the controlling agencies of several steamers owned in the Continent which they possess, the Germans also placed steamers in competition with the French owners. Apparently, the trade was sufficiently lucrative to induce a British firm to step in and fill the void conspicuous by the absence of the British flag trading to the Indo-Chinese port from Hongkong. That firm was no other than Messrs. Butterfield & Swire, to whom no trade is too unimportant or any port too insignificant that they can afford to wholly ignore, and vessels flying the familiar colours of B. & S. soon began to operate between Hongkong and Haiphong.

DULK OF THE FREIGHT.

The staple commodity forming the bulk of the freight is rice from Annam for the China market, which is regularly imported into Hongkong and re-distributed. During all the time that Messrs. Marty, as pioneers of the trade, held a virtual monopoly of the freight the rate per picul was 25 cents. On that basis Messrs. Jobson & Co. apparently found it suitable to operate their steamers. It is a matter of little moment to the ordinary reader whether a written compact was entered into between the two foreign firms as to the freight rate to be maintained. To the shipper and the consignee, however, it was well-known that such an understanding existed and for the three years that the French and German firms ran steamers in friendly rivalry their uniform charge was one of 25 cents per picul.

A CHANGE CAME OVER THE SCENE when Messrs. Butterfield & Swire entered the competitive field. The former rate of 25 cents at once suffered a decline on the appearance of the newcomers, so that for a time rice exporters in Haiphong benefited to the extent of a reduction of 5 cents per picul, the rate having been brought down to 20 cents per picul. But as the competition operated against the triple shipping interests, a mutual arrangement was arrived at whereby it was agreed to revert to the old freight of 25 cents per picul, under penalty in case of a breach by any one of the three co-operating parties. The pool came into force on the 20th November, 1907. Accustomed as the Chinese exporters have been, for a time at any rate, to a cheaper freight, the "Conference" terms did not suit them at all. Hence the determination to boycott the regular liners. In fixing the rate at 25 cents, the "pool" did no more than revert to the old figures, and any change of an extortionate tariff could not therefore be sustained against them. Especially, as we understand, it has been found by long experience that that was the only workable and paying basis to the shipowners. There is the exception that 20 cents per picul may be found remunerative with a full cargo, but as the vessels cannot always obtain sufficient grain to return with full bottoms, on the average, the 20-cent rate works out at a loss.

COLLAPSE OF THE POOL.

The Conference rate broke down through the stubborn opposition of shippers at Haiphong who, rather than yield to the higher tariff, preferred to hold their grain in stock, resulting in several steamers of the regular fleet being tied up and leaving with the scantiest of a "chow-chow" cargo in their holds. In the meantime rice shippers began to secure their own freight by chartering vessels and the deadlock was brought to an end by what was tantamount to the yielding to the terms of the Chinese who were then masters of the situation.

THE FIGHT RENEWED.

Finding that the 20-cent rate was productive of no profit, or at any rate offered little inducement to the triple combine, to continue it any longer, and in view also of the brisker tone of the freight market, the Conference once again decided to increase their scale. The rate determined upon quite recently is one of 26 cents per picul. No sooner was this announcement than the rice exporters in Haiphong began to show their old-time resentment. Encouraged, also, probably, by the success of their 1907 campaign, the Chinese dealers took up the gauntlet and presented quite as bold a front as they did eighteen months ago. Prompted by their first successful experience, they set about securing suitable vessels in that they have been successful to the extent of chartering two steamers of suitable tonnage—the *Victoria* and the *Pratas*. The first is a Swedish vessel of 950 tons and the second Norwegian of 850 tons capacity. The contract price for the lump sum of \$5,000 per month for each steamer. As showing the determination on the part of the Chinese shippers to fight the regular liners, it may be mentioned that the hands of the freighters have been secured for a term of three months in the case of the smaller vessel, while in the case of the *Victoria*, the charterers have the option for a similar term. Our information is that the *Pratas* has set sail from Saigon for Haiphong where she commences employment under her charterers some time next week. The *Victoria* enters upon her new charter at this port, the two vessels commencing operations almost simultaneously at each end.

THE PROGRESS OF THE STRUGGLE. It will be interesting to watch the progress of the struggle. So far as we have been able to ascertain, there is no likelihood of the Conference giving way under the pressure of the opposition, whose strength and determination cannot be treated with too much levity. On the other hand, the "pooling" firms have quite as strong staying powers, and with the present paucity of freight in the Coastal trade there need be no anxiety for owners as regards remunerative employment. At the same time it must be remembered that while the rice dealers may find it profitable on the single journey up from Haiphong to command their own chartered tonnage, when the question of the return voyage enters into calculation with the prospect of little cargo to compensate for lost freight, the scale may ultimately turn in favour of shipowners. Whatever the outcome, of the present struggle may be, one thing is certain—that it demonstrates the capabilities of the Chinese to make a stand for themselves when they consider their interests assailed—whether rightly or wrongly.

CANTON DAY BY DAY.

DISASTROUS FIRE AT SAN CHEUNG.

[From Our Own Correspondent.]

Canton, 16th April.
On the 14th instant, in the market town of San Cheung, which is situated close to the newly-opened trade mart of Kung Yick-Fau, while a theatrical performance was being given a fire broke out in the matchbox through the upsetting of a kerosene oil lamp. The flames in a short space of time burnt down the whole of the bamboo structure and spread over a large area to the shops in the neighbouring streets named Wah Hing and Cheung Shing, of which over eighty in number were completely gutted. It is fortunate that at the time the fire originated, the performance had not started, and moreover there was only a small number of people present at the matchbox, who were all able to effect their escape safely, with the exception of a few, who sustained slight injuries when attempting to hurry away from the scene of the conflagration. The fire continued to burn for fully five hours. Owing to the absence of the latest fire-extinguishing apparatus, the fire caused much more serious damage than would otherwise have been the case.

FOREIGN AFFAIRS IN CANTON.

Having been appointed Inspector of Finance to the province of Fokien, Tso Tai Im Ku, the present Director-General of the Bureau of Foreign Affairs to the Liang Kwang Viceroyalty in Canton, will shortly leave here to take up his new appointment. H. E. Viceroy Chang Jen Chun is now anxiously making efforts to obtain the services of an official well conversant with the English language and with adequate experience in foreign affairs to fill the vacancy, but H. E. has not yet secured one considered to be suitable for the important post. H. E. Chang has during the last few days written to the present Chinese Consul at Tokio, Mr. Wu Ching Yin, and Mr. Wu Lim, a member of the Ministry of Foreign Affairs, offering them the position, but both the officials declined it. It appears rather difficult to find a man capable to take charge of the Bureau of Foreign Affairs in Canton as an assistant to the Canton Viceroy in the administration of affairs of foreign nature.

DELIBERATIVE COUNCIL.

A site having been selected in the vicinity of the Eastern Parade Ground on which to erect a building for the proposed Deliberative Council the Viceroy has now instructed Weiyan Eui Yon Shum to make arrangements for the purchase of the lands required for the purpose. The land-owners have been requested to surrender their title-deeds within ten days' time. It is reported that the construction of the intended building is estimated at a cost of \$300,000.

LIKIN COLLECTION.

The collection of Likin dues in Canton during the second ten days of this month, as reported to the Viceroy by the Likin officials, was 65,521.54 taels, being nearly one-third more than the amount collected in the preceding ten days.

SANITARY BOARD COOLIES

ARRASTED.

ACCUSED OF ROBBING THE DEAD.

A somewhat serious charge was preferred by Inspector Robertson, of No. 7 Police Station, against two Sanitary Board coolies, Tang Sam and To Six, in the Police Court, this forenoon. Owing to the absence of another man, who was also wanted by the police, a day was fixed for the trial of the defendants, against whom allegations of theft have been laid.

The alleged facts of the case are these:—A few days ago a widow, Li Tang, residing at 23, Second Street, informed the police that her son-in-law, a ward "boy" of the Government Civil Hospital, had suddenly taken ill. The defendant, who was sent to the house to take the patient to hospital. While the boy was being removed his mother produced a red woollen blanket, threw it over him, and requested the defendants to return the coverlet to her later. On the way to the institution the patient expired. His body was taken to the mortuary, and the blanket so it is said, was removed by the defendants. They pleaded not guilty to the charge, and the case was adjourned until next week.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER EXPECTED.

[From Our Own Correspondent.]

Canton, 16th April.
H. E. Ko Yu Him, the Special Commissioner appointed to conduct negotiations with the Portuguese Government on the question of the delimitation of Macao, despatched a telegram to Canton yesterday, advising that he would be a passenger by the China Merchants' Steam Navigation Company's steamer *Kwangshah* which is due to arrive at Canton about the 19th instant.

A MISSING BANK DRAFT.

SERIOUS ALLEGATIONS AGAINST A SHROFF.

In the Police Court, this morning, Mr. F. A. Hazeland presiding, Tang Wing, a shroff in the employment of a firm at 18, Connaught Road West, figured in the dock on charges of larceny and false pretence. A plea of not guilty was entered, and the case was adjourned until next week, bail being allowed in the sum of \$500.

Detective Sergeant J. J. Watt, who made the arrest, conducted the case on behalf of the police; Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, defending. The story—which lacks confirmation at this early stage—is that some time on the 10th inst. a man named Chan Sing, of the Wai Sang Un firm, 270, Des Vaux Road Central, went to the Hongkong and Shanghai Bank to cash three cheques and a draft. The cheques were received and honoured. The salesman was then directed to another counter to present the draft, which was for £10 and drawn on the Union Bank of Sydney. There he met the defendant, and it is alleged that while waiting to be attended to—he was leaning over the counter—the defendant slipped his hand into the salesman's pocket and extracted the draft. Soon the draft was missed, and while the salesman was turning out his pockets, it is asserted that defendant approached him and offered to return the draft for a consideration—fifty dollars. The salesman offered \$20 and was in the act of handing over the money, when Detective Watt stepped on the scene, having been notified of the robbery—and the shroff was placed in custody.

His Worship, in remanding the case till Tuesday afternoon next, asked if bail was wanted and what sum the defendant could put up.

Mr. Jackson replied—Any amount.
"What sum can he offer?" queried the magistrate. The reply was \$100.

"That's too small," remarked his Worship. Detective Watt said that defendant had \$1,000 yesterday.

Mr. Jackson—A man with that sum doesn't go stealing drafts.

Bail was eventually fixed at \$500 and the case continued to Tuesday, as already stated.

WHEN LUCK FAILS.

THE ADVENTURE OF TWO MEN AT MACAO.

That they were two young men who went to Macao the other day to "count a fortune" is a tale that they failed to become millionaires suddenly, and that they regret the venture now was the gist of a story which was narrated in the Police Court, to-day. Pan Sing and Yat To, coppermiths, were paid half their month's money on Thursday last, and having obtained leave, left to the gambling city to make—or break. They "broke." Landing at Macao the pair sought out a *fan tan* establishment. Luck smiled on them for a while and at one time, so they alleged, they had each doubled their capital. But this state of affairs was not for long. The Fickle Jade smiled no more—neither did the coppermiths, for when they boarded the steamer *Shai On* in the afternoon of the following day they had not a cash between them. They could then, naturally enough, not pay their fares, and when the steamer reached Hongkong the pair were handed over to Sergeant Wilson. This morning, Pan and Yat were charged before Mr. F. A. Hazeland, and were fined \$15 each, or in default a month's hard labour. They are serving the term, and it is certain that the gambling microbe in them will have a quiet time for a while.

THE Chinese Government has learnt a lesson from the Pratas Island controversy and H. E. Liang Tsoy-yen, President of the Waiwups, therefore proposes to appoint delegates to visit all islands within the territorial waters of China, inhabited by Chinese, or otherwise. Some officers of the Hydrographical Department for the seven provinces will be detached to accompany the delegates, and they will survey these islands and prepare proper descriptive charts of them. After this has been accomplished the charts should be embodied in a report to the Waiwups, who will then take steps to notify the foreign diplomatic representatives, so as to prevent any occupation by foreigners of these islands. The Waiwups will also detail men-of-war to visit such islands occasionally, by way of protection.

THE following were the charges against a stone mason, by name Wong Tsai, who was placed before Mr. J. H. Kemp in the Police Court to-day:—Stealing a quantity of copper, valued at \$5, from the Quarry Bay Shipyard yesterday and wilfully damaging the steam tug *Tow* to the extent of \$50. According to the shipyard Wong Tsai was seen loitering in the shipyard one day or two ago. An attempt was made by Policeman J. T. O'Sullivan to capture him, but without avail. Yesterday afternoon, however, he was landed. The head watchman, Wm. Burton, saw the accused stripping off the brass from the bottom of the tug, which was lying on the slip undergoing repairs. The thief was surprised and caught. Inspector Collett charged him this morning. He was sentenced to four months' gaol and also ordered to return to the company the sum of \$10, which was done. It was stated that the defendant was responsible for about \$300 of copper, which the company had lost during the past few days.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by our Correspondents in this column.]

WANCHAI'S NEW GRIEVANCE.

[To the Editor of the "Hongkong Telegraph"]

Sir,—Not a very long time ago, you had occasion to remark upon the excellent condition in which the Wanchai district was maintained. According to a correspondent, whose letter appeared in a recent issue of the *Telegraph*, the district in question is infested with pariah dogs—or at least, dogs which might be considered pariah, seeing that they have neither label, collar, nor apparent owner. As it was stated in your news columns the other day, instructions were given to the Captain Superintendent of Police to shoot as unlicensed dogs on sight. Your correspondent said:—"For about a month the Police, especially those in the Wanchai district, wasted much ammunition; aroused the whole neighbourhood, but seldom was a member of the canine tribe 'bullet-headed.' Have they given up the attempt now? If so, why?" As usual, no attempt has been made to answer the pertinent question submitted by your correspondent, who in the naturalness of his humor stated that these dogs are of a most vicious nature. Considering that we are supposed to live in a Colony which is not governed by Buddhist ideas, and also in a Colony where all dogs are supposed to be registered, it is somewhat surprising to find that dogs, *sans* owners, are allowed to roam at large. We read: "Several persons, Chinese and especially, have been bitten, and, I believe, compassion has hurried up the matter. But will I, the father of a few, suffer my children to be the victim of hydrophobia for the question of a dollar or so?" Is this the sort of thing to be permitted in a British Colony, which is alleged to be ruled by a *laissez-faire* officials? From my own personal knowledge I know that several of those who are deputed to do the work of destroying those unlicensed animals have done their best to rid the Colony of what is becoming nothing more nor less than a public pest. In parenthesis, it might be remarked that the majority of wretched dogs are afflicted with such diseases as are dangerous to the human being. That is a platitude, as everybody knows. At the same time those who have given the matter a second thought, know perfectly well that danger does not lie so much in the hydrophobic qualities of the animal as in the malignant influence which is always engendered by the rottenness of its teeth. At once it may be said that the nuisance only extends to a few quarters; so far as is known; it may be that the same thing occurs elsewhere. I have no knowledge of it, and therefore cannot speak. But it behoves those administering the district, known as Wanchai, to see that the district is maintained in the condition in which it used to be in former times. Whether it is the police or the Sanitary Department that is responsible for the work in question, that is to say, the removal of a nuisance, which every citizen resident to Wanchai complains about—is not the question. At the same time this is a matter which cannot easily be dismissed, as it concerns probably the most important community in the Colony—the Peak Residential constituency. Your correspondent waxed sarcastic when he said that the "taxpayers wonder why the revenue is on the decrease." The writer can tell him something with regard to the decrease, but he believes in, as the late Governor of the Colony remarked, "Quietness." Let the officials at East Point do their duty and there can be no complaints.—Yours, etc.

Hongkong, 17th April.

JAPANESE SUGAR EXCISE LAW.

REDUCTION ON BLACK SUGAR.

An amendment to the Sugar Excise Law, which was approved by the Diet during its last session, has been passed as a law and duly promulgated by the *Official Gazette*. The amendment reads:—

The Sugar Excise Law is amended as follows:—

Quality No. 1—Sugar and molasses below No. 8 Dutch standard of colour (Article III. of the law):—

(a) Black sugar in barrels... 25 per 100 kin.

(b) Other qualities... 25 per 100 kin.

By the amendment, quality No. 1 has been classified as No. 2, and the excise on black sugar in barrels has been reduced to 25 per 100 kin. This alteration will greatly benefit producers of sugar in Luchu, Oshima (Kagoshima) prefecture and the Bonins, and at the same time the poorer classes, who use black sugar, will also be benefited. The total annual consumption of black sugar in Japan is about 700,000 kin, and the amendment of the law will result in a loss to the Government of about 17,000,000 yen. By this measure the sugar-producing industry in Luchu, which was threatened with extinction owing to the heavy tax, will be revived.

HIS Excellency the Governor has been pleased to make the following appointments under Section 7 of the Public Health and Buildings Amendment Ordinance, 1903 (Ordinance No. 23 of 1903):—Inspector Albert Collett to be a sanitary inspector for Shaikwan; Inspector Alfred George Dymond to be a sanitary inspector for Aberdeen; and Sergeant George Sim to be a sanitary inspector for Kowloon City.

A TOXIC despatch, of 10th inst., to the *N.Y.C. News* reports:—Over 200 Koreans are reported to have invaded the Chinese government bureau in Chientao in order to lay complaint against the conduct of the Chinese troops who, it is said, had approached the Korean border and had injured a few Korean Koreans. The Japanese authorities are said to have interfered, handed back the Korean chief, and persuaded the Koreans to disperse. The authorities in Tokyo deny that Japan has made large concessions in the matter of Chientao as an offer to the Koreans. The Japanese authorities are said to have refused the Koreans to approach the Japanese railway station.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO BOUNDARY QUESTION.

CHINA'S SOVEREIGN RIGHTS.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

The Central Government has decided that the principal point in connection with the delimitation of the boundaries of Macao is the protection of China's sovereign rights.

EMPEROR KWANG SU'S FUNERAL.

DEPARTURE OF PRINCE FUSHIMI.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

Prince Fushimi, Japan's representative, has left Yokohama, with his suite, for Chinwantao, en route to Peking, to attend the funeral of the late Emperor Kwang-Su, as Japan's representative.

His Royal Highness takes with him a number of valuable wreaths.

THE ARMY.

ON FORCED CONTRIBUTION.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

The Ministry of War has decided that the people shall not be compelled to contribute towards the cost of the Army.

RUSSIA IN SIBERIA.

CHINESE TO PAY POLL TAX.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

Russia is levying a poll-tax on the Chinese in Siberia.

The Chinese Minister in St. Petersburg has lodged a vigorous protest against the action as forming a breach of the Treaty.

The protest has failed in its effect.

EMPRESS DOWAGER'S PRIVY PURSE.

APPROPRIATION TOWARDS PUBLIC PURPOSES.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

The Empress Dowager has given instructions that the late Empress Grand Dowager's privy purse, amounting to several million taels, should be appropriated towards public purposes.

NOBLEMEN'S COLLEGE.

PROFESSOR PROPOSED.

[By courtesy of the "Sheung Po"]

Peking, 16th April.

Russia has recommended Professor Martin to one of the professorial chairs in the Noblemen's College in Peking.

The Central Government has declined the recommendation with expressions of thanks.

COW STEALER PUNISHED.

CHINESE WOMAN ACTS AS HER OWN DETECTIVE.

One of the villagers of Sam Tong U, near Sham-shui-po, was badly treated the other night. A man, who was captured later and gave the name of Ho Sau, broke into an out-house owned by a woman on the night of the 14th instant, and stole two of her cows. He took them to Yau-mai, sold them to a butcher, who in turn disposed of them to somebody else, and eventually the animals found their way to the slaughter-house. When the thief was discovered on the following morning, the old lady, without leaving the aid of the police, set out herself to investigate the matter. Her first impulse was to visit the slaughter-house at Hunghom, and this she did, with good results. There she found that her cows had been slaughtered. She identified the carcasses called to the police, and the thief was taken to the police station. He was found guilty by the Magistrate, and was sentenced to four months' imprisonment.

DR. BATESON WRIGHT'S FAREWELL.

HEADMASTER'S VALEDICTORY LETTER.

Dr. G. N. Bateson Wright, late headmaster of Queen's College, has addressed the following letter to the *Yellow Dragon*, the school's magazine—

Kaiton, Lovelace Road, Surbiton, and March, 1909.

Dear Sir,—May I ask the favour of some space in your columns to afford me the opportunity of taking a final farewell of the Masters and boys, present and former, of all nationalities in Queen's College.

I should at this moment be on board the German Mail S. S. *Bylong* leaving Southampton. I had proposed returning to Hongkong for a further short spell, but at the last moment this was rendered impossible by unexpected developments after an operation at Christmas tide for cutting out a stone imbedded in the kidney and impinging on the spine. This stone had been causing me trouble for eight years or more, the last public occasion on which it proved itself intolerably obnoxious being the Prize Distribution of 1908 shortly before my return to England.

I hope that the staff and boys of Queen's College will accept the presence of this small but particularly aggravating and malignant enemy as some excuse for the increasing irritability exhibited by me during the last few years.

I left England in December, 1887, and arrived at Hongkong Sunday, 23 January, 1888, over 27 years ago, fully 24 of which were actually spent in the Far East.

It is interesting to note that during the 47 years since the opening of the Central School, later transferred to a new building and rechristened Queen's College, there have been only two Head Masters, Dr. Stewart and myself—four Second Masters, Messrs. Wilcox, Falconer, May and Deady—and three Senior Chinese Assistants, Messrs. Chiu Chi-yung, Chiu Chi-tung and Ng Lu. These statistics, extending over nearly half-a-century, must, I should believe, constitute a record for longevity and tenacity of tenure of office.

I have exceeded the fifteen years which Archbishop Benson on leaving Marlborough declared to be the useful maximum for the term of a Head Master'ship. A quarter of a century is a long period, and though I am cheered by the increase in the number of scholars and the enlargement of the curriculum, I must confess that the ambitious and sanguine hopes I entertained at the beginning of my career as Head Master have not been realised. It is satisfactory evidence of progress that for the last two years the Upper School alone had a number of scholars in excess of the total attendance in the whole of the Central School in 1882. On the other hand, after 19 years' experience I recognised that owing to the fluctuation from year to year of the majority of our scholars—an average of 400 changes annually—we could not expect to achieve much beyond the maintenance of a fairly equitable standard at our Annual Examinations.

Owing to the loyal and strenuous collaboration of my English and Chinese Staff, the name of Queen's College is renowned throughout the Far East, from Penang and the Straits Settlements to Japan; while in such remote parts of the huge Chinese Empire as Kan Su and Si Chuen our boys may be found holding respectable and trusted positions.

Of the more prominently successful Old Boys, whom it is my pride to claim as personal pupils of my own, are in Hongkong, our highly respected public citizens, Ho Kong-tong, Lau Chu-pak and Mok Man-cheung; and in the Empire of China, His Excellency Wen Tsung-yao, Junior Amban of Tibet, and Taotais Leung Lan-fan (Consul-General for Australia) Chan Kam-to, (Financial Board) Wong Fan and Wong Ming (Imperial Telegraphs) Luk-King-to, etc. Nor must we omit the name of Mr. Walter Bosman, formerly Engineer-in-Chief in Natal at Esbaw and Durban.

I confess to a sense of singular satisfaction at the success attending the inauguration of the Free Scholarships to Queen's College, the introduction of Oxford Local Examinations into Hongkong, and the establishment of the Morrison Scholarships on a broader and firmer basis.

In 1883 Sir George Bowen approved of my recommendation as Acting Inspector of Schools that a few boys should annually be elected from the Government District Schools to free education at Queen's College. Some eighty boys have enjoyed this privilege and many of them, including three of the above mentioned Taotais, have thereby had the opportunity of soaring to greater heights than could otherwise have been possible for them.

In 1887 the Oxford Delegation on my application accepted Hongkong as a Centre for their Local Examinations. The candidates have risen in number from a score to 130. Most of the schools in the Colony and many private pupils including one from Canton have been successful in earning certificates, several with distinction and honours.

For over 30 years the dux of the College has been *pro facto* Morrison Scholar, the emolument being \$180 payable in three annual instalments of \$60. The fund in 1887 was \$5,000 but is now over \$6,000. By a resolution passed by the Trustees in January, 1908, there are now a Senior Scholarship (\$450) and Junior Scholarship of \$150 payable in three annual instalments, the Senior being the dux of the college and the Junior the head boy of the Lower School. All the boys whose names are on the Morrison Scholarship Board have done well subsequently.

In taking farewell of the boys of the college I cannot refrain from exercising the privilege and prerogative of a Head Master to offer a few words of advice. In course of conversation here a month ago with Consul-General Leung Lan-fan, he told me an incident in his early life twenty years ago which I think may prove instructive and beneficial to boys of the present day. When he was a pupil in the Second Class, Dr. Deady was for him and offered

him the post of Chinese Computer in the Observatory. To a boy in poor circumstances the salary was alluring, but he felt that his education was incomplete and declined the offer. He took a high place in the First Class Examination, was appointed as Pupil Teacher, became a Chinese Assistant, and some seven years after refusing a post with emolument went up to Tientsin University as a Teacher of English, and by successive steps rose to his present distinguished position. Had he left when in the second class, he would doubtless now be drawing \$80 a month at Kowloon instead of £700 sterling as the representative of the Chinese Empire in Australia. Let the boys of the First Class who rejected the chance of becoming teachers in Queen's College lay this to heart, and further remember that the most prominent and successful Chinese gentlemen in Hongkong and China laid the foundation of their advancement by supplementing their school career by a period of experience as Teachers of English at Queen's College.

To the boys of all classes I would say: It is not so much the amount of knowledge that you store away in the remote cells of your brain (though this is not to be despised) which will prove of greatest value to you in after life as the habits you acquire of calm logical reasoning and of an aptitude to recognise and seize the salient points of any question, that may be laid before you for consideration and decision. If the former fades from your memory, as much of it as usually will sooner or later, the practice of the latter will abide for ever.

I have read with interest the account of your Prize Distribution and was pleased to note in Mr. Deady's able and full Report the success of our boys in obtaining good places at an Entrance Examination to a new Imperial College. I enclose a copy of results at a recent examination held at the Yangtze Engineering Works, Hankow, which shows that Queen's College boys whose names are known to several masters and boys headed each of the three sections.

The success of Queen's College under the auspices of our fostering Government is fully assured. I shall never fail to continue my interest in the welfare of Queen's College and its pupils. To aid my memory I have annual Reports from 1883 to 1908, three volumes (ten years) of the *Yellow Dragon*, two albums of photographs of masters and boys with many other memorabilia of the past. It has been a great pleasure to me to entertain Messrs. U Hong-kun and Leung Lan-fan and I hope that many such reunions may be in store for me, as such occasions are the happiest and most successful way of keeping my memory of Queen's College green.

With heartfelt thanks to the entire staff (past and present) whose cheerful co-operation has lightened my duties for so many years—and to the Old Boys whose successes have cast some reflected but undeserved glory on myself—and with sincere good wishes for the prosperity of all, Masters and Boys.

ACCIDENT TO CYCLIST.

KNOCKED OVER IN TRUCK COLLISION.

As the result of an accident which occurred in the Central district yesterday, in which Mr. Charles Lloyd Howell, godson manager of the Standard Oil Company, received injuries, a lad named Lam Shun was arraigned before Mr. J. H. Kemp, at the Magistracy, to-day, to answer a charge of driving a truck in a negligent manner.

At about half-past nine yesterday morning, Mr. Howell was riding his bicycle along Connaught Road. He was travelling in an easterly direction. Near the Wing Lok Street wharf a truck which was in charge of a number of men was seen moving in the opposite way. The complainant was going at a slow pace, and when he thought he would clear the truck, the cooler, either to pass in front of him or to get out of the way of a tractor, swerved the vehicle around. Complainant could not pull up in time, and struck the truck. The force of the collision threw him off, landing on the truck. Mr. Howell was seriously hurt about the feet. Soon after the accident Sergeant Blackman arrived on the scene and later had the truck taken to No. 7 Police Station. In the evening the defendant called to claim the vehicle, and was arrested. His excuse to the magistrate was that the bicycle was being propelled too fast and he could not get away in time. His Worship ordered defendant to pay a fine of \$10, or to suffer three weeks' imprisonment.

HONGKONG AND OPIUM.

The memorandum which has been presented to the Legislative Council of Hongkong by the Governor, Sir F. Lugard, on the question of the use of opium within that colony, should clear away many misconceptions in this country as to the situation with regard to the suppression of opium-smoking in the Far East. Hongkong has, of course, a large Chinese population; and the Chinese there, as elsewhere, indulge in the custom, or habit, or vice of smoking opium. The import of the drug is carefully regulated; but there is a large illicit traffic, and this, Sir F. Lugard remarks, cannot be suppressed. But the Imperial Government, with that paternal care which it displays for the morals of its most distant dependencies—although it not infrequently altogether neglects its own kindred duties at home—wishes to reduce to a minimum the opium smoked in Hongkong; and its action will mean a serious loss of revenue to the local Government, for opium is heavily taxed. In these circumstances Lord Crewe has undertaken to ask Parliament for a substantial contribution towards making good the loss of the Colony's revenue. In other words, the British taxpayer is to be solicited because virtue, or what we call virtue, is enforced on the Chinese. We are in some doubt whether the Chancellor of the Exchequer will welcome the prospect of still further increasing his deficit by sending solid cash to make up the deficiency of Hongkong; and he may quite possibly be prepared to let the question of paying in England for stopping the opium traffic abroad wait for a year or so, especially in such an unprosperous place as the Chinese quarter of our most eastern possession.

Today's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG TO SHANGHAI DIRECT CARGO & PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINGHUA," "CHENAN," and "LINAN" leave Hongkong alternately every THURSDAY and SUNDAY at Daylight for SHANGHAI Direct.

The Sunday morning steamers are availed of by the Postal Authorities for the conveyance of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th April, 1909. [350]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at Happy Valley, on SATURDAY, the 24th inst., commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE, Hon. Sec. and Treasurer, Hongkong, 17th April, 1909. [351]

PUBLICAN FINED.

ACCUSED OF SUPPLYING INTOXICATED MAN WITH LIQUOR.

Louis Comar, the licensee of the Cosmopolitan Hotel, in Des Voeux Road Central, was convicted by Mr. F. A. Huxford, in the Police Court, this morning, for committing a breach of his licence. The charge against the defendant was that he a few nights ago supplied intoxicating liquor to a person who was more or less in a state of inebriation.

In entering a conviction, his Worship remarked that he had taken into consideration the fact that the offence was practically non-existent in the Colony, and, therefore, he would deal with the defendant leniently. He would pay a fine of \$25.

JAPAN SUGAR REFINING COMPANY.

MEETING OF CREDITORS.

A meeting of creditors of the Dai Nippon Sugar Refining Company, after repeated postponements, was at last held on the 6th instant at the Nihombashi Club, Tokyo, but after some discussion was again adjourned to to-day, the 8th instant, without any arrangement being arrived at. The meeting was attended by Mr. Koyama, President of the 34th Bank, Mr. Machida, President of the Yamaguchi Bank, Mr. Ichimura of the Mitsui Bussan, Mr. Oka, of the Sumitomo, of Kobe, and representatives of the Ataka Shokwa and the Fujimoto Bank, Messrs. Tanakawa and Nakamura, directors of the company, and a committee appointed by the shareholders. Baron Shibusawa was also present.

Mr. Tanakawa, director of the company, after distributing among the creditors copies of the statement of accounts of the company, as standing at the end of February last, introduced the delegates of the shareholders to the creditors. Baron Shibusawa next explained the necessity for the organisation of the new board of directors without delay and expressed his wish to leave the selection of suitable persons to creditors.

Mr. Koyama, of the 34th Bank, pointed out that the creditors, who were not thoroughly informed of the position of the company, were not in a position to select suitable persons as directors, and sought the views of Baron Shibusawa on the question.

In reply Baron Shibusawa said that since the three banks—the Mitsui, Bishai, and the Daiichi—had refused to advance ¥3,000,000 for the relief of the company, he had concentrated his energies on the appointment of a director who should act as the guiding spirit of the company, and with that object in view he had approached a gentleman who, he believed, was most fitted for the post, but his suggestion was declined. The committee appointed by the shareholders had been working hard to effect the readjustment of the company's affairs, and he himself was sparing no pains for the same purpose. What was of prime importance for the readjustment of the company was the formation of a new board of directors. The Baron, again recommended the creditors to consider the selection of suitable persons.

After some discussion the meeting agreed to adjourn the proceedings to to-day, the 8th instant, in order to give the creditors time to discuss and consider the matter.—*Japan Chronicle*.

PROPOSED CHINESE EXHIBITION.

According to Chinese reports, a scheme is on foot to hold an Industrial Exhibition for the southern ports (Nanyang) under the auspices of the Viceroy at Nanking, and regulations have been drawn up for the project. In connection with this proposed exhibition a co-operative association has been formed in Shanghai to assist in ensuring the success of the scheme. On the 11th instant the co-operative association held its opening meeting in the building of the International Recreation Club in Bubbling Well Road, at which the Taotai, the other local dignitaries, members of the Chinese Chamber of Commerce and other corporations were present. Several speeches were delivered by the chairman and others, who dealt on the advantages and necessity of holding an exhibition in China of which the scheme in question will be a leading example.

Today's Advertisements.

In the Matter of Ordinance No. 2 of 1892, AND

In the Matter of the Petition of WILLIAM HENRY LOCK, a Director of Linotype and Machinery Limited of 188 and 189 Fleet Street, London, England, and HERBERT PEARCE and JOHN ERNEST BILLINGTON, Engineers of Linotype and Machinery Works, Broadheath in the County of Chester, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an invention for improvements in typographical composing machines equal to U. K. Patent No. 18579/07.

NOTICE is hereby given that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said WILLIAM HENRY LOCK, HERBERT PEARCE and JOHN ERNEST BILLINGTON by MATTHEW JOHN DENMAN STEPHENS their Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said invention; at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on Monday, the 26th day of April, 1909.

Dated the 15th day of April, 1909. MATTHEW J. D. STEPHENS, Solicitor for the Applicants. [352]

In the Matter of Ordinance No. 2 of 1892, AND

In the Matter of the Petition of WILLIAM HENRY LOCK, a Director of Linotype and Machinery Limited of 188 and 189 Fleet Street, London, England, and HERBERT PEARCE and JOHN ERNEST BILLINGTON, Engineers of Linotype and Machinery Works, Broadheath in the County of Chester, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an invention for improvements in typographical composing machines equal to U. K. Patent No. 23000/07.

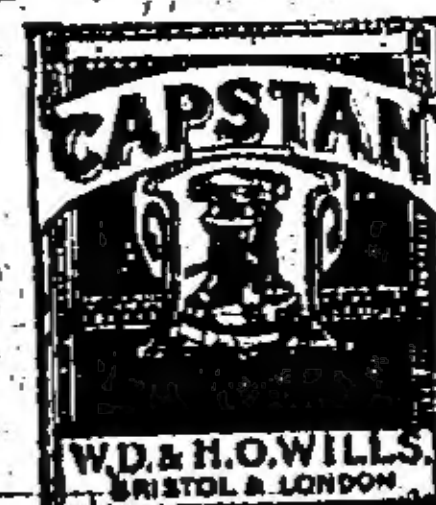
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Dated the 15th day of April, 1909. MATTHEW J. D. STEPHENS, Solicitor for the Applicants. [353]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

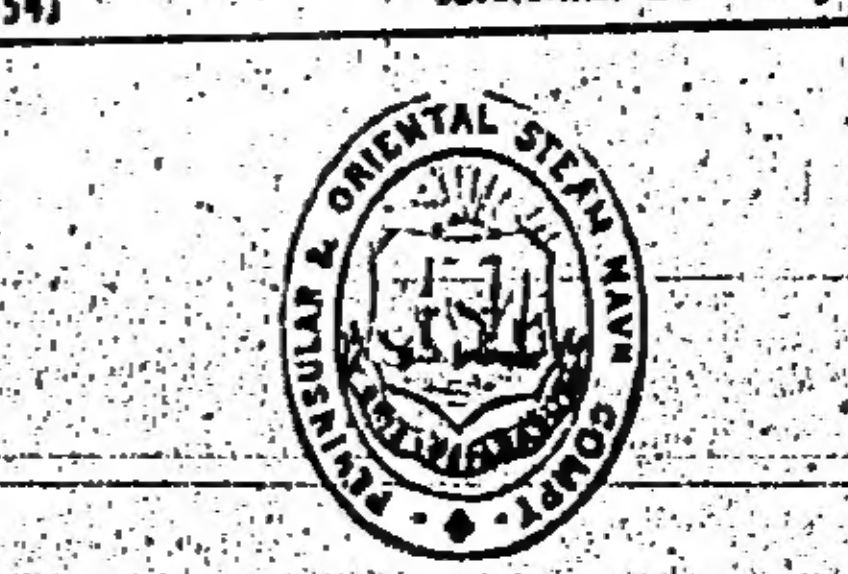
NOTICE is hereby given that BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 55, Strand, London, W.C., England; Tobacco Manufacturers, have on the 20th day of April 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



In the name of BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following goods:—Manufactured Tobacco, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 16th day of April, 1909. BRITISH-AMERICAN TOBACCO CO., LTD., J. W. PAGE, Assistant Secretary. [354]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE"

Captain Owen Jones, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.A. Marmora, 10,500 tons, from Colombo. Passengers' accommodation in which vessels is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, after Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Bygon*, due in London on 11th June, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars apply to Agents.

Hongkong, 16th April, 1909. [355]

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts, to 31st December, 1908, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April to the 21st April, both days inclusive.

By Order of the Board, G. MONTAGUE EDE, Secretary. Hongkong, 21st March, 1909. [356]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.15 P.M. for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the printed form for the purpose of identification by the Chairman of this Meeting; and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices or obtained on application there.

By Order of the Board of Directors, G. MONTAGUE EDE, Secretary. Hongkong, 7th April, 1909. [356]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-THIRD ORDINARY MEETING of the Company will be held at its Head Office, No. 3 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th April to the 21st April, both days inclusive.

By Order of the Board of Directors, G. MONTAGUE EDE, Secretary. Hongkong, 16th March, 1909. [356]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.45 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the printed form for the purpose of identification by the Chairman of this Meeting; and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

Prints of the proposed Memorandum and Articles of Association can be seen at the Company's offices or obtained on application there.

By Order of the Board of Directors, G. MONTAGUE EDE, Secretary. Hongkong, 16th April, 1909. [357]

THE HONGKONG ELECTRIC CO., LD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. Hongkong, 7th April, 1909. [358]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 CUBIC FEET of COLD STORAGE available at CAIT FORT. Storage will be OPEN at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager. Hongkong, 16th April, 1909. [359]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John of Quebec
"EMPRESS OF CHINA" SATURDAY, MAY 13TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	ALLAN LINE FRIDAY, MAY 18TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John of Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oceano Class" of Saloon Passengers (termed Intermediate) the accommodation and service being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port. Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. ORADIN, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

TIENSIN VIA SWATOW, TSINGTAU, WEIHAWEI & CHEFOO.	SHIP	On
SHANGHAI	"CHONGHANG"	WED'DAY, 21st April, Noon.
SHANGHAI	"CHONGHANG"	WED'DAY, 21st April, 4 P.M.
SHANGHAI	"CHONGHANG"	THURSDAY, 22nd April, Noon.
SHANGHAI	"CHONGHANG"	THURSDAY, 22nd April, 4 P.M.
SHANGHAI	"CHONGHANG"	FRIDAY, 23rd April, Noon.
SHANGHAI	"CHONGHANG"	FRIDAY, 23rd April, 4 P.M.
SHANGHAI	"CHONGHANG"	TUESDAY, 27th April, Noon.
SHANGHAI	"CHONGHANG"	TUESDAY, 27th April, 4 P.M.
SHANGHAI	"CHONGHANG"	WED'DAY, 30th April, Noon.
SHANGHAI	"CHONGHANG"	WED'DAY, 30th April, 4 P.M.

The steamers "Kaitang," "Namang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama, returning to Kobe (Island Sea) and Moll to Hongkong, providing a stay of 1 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang, For Freight or Passage, apply to—

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 17th April, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	18th April, Daylight.
AMOI & SHANGHAI	"KIOKIANG"	19th " " 4 P.M.
MANILA	"TEAN"	20th " " 3 P.M.
CHEFOO & NEWCHANG	"NANOHANG"	21st " " 4 P.M.
SWATOW, WEIHAWEI, TSINGTAU & TIENSIN.	"KUKIOW"	21st " " 4 P.M.
AMOI, MANILA, CEBU & ILOILO	"SUNGKIANG"	22nd " " " "
SHANGHAI	"CHENHUA"	22nd " " " "
SHANGHAI and Siberian Mail to Europe	"CHEWAN"	23rd " " " "
MANILA	"TAMING"	27th " " Daylight.
SHANGHAI and Siberian Mail to Europe	"LINAN"	29th " " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"ANHUI"	2nd May, Daylight.
AUSTRALIAN PORTS	"TAIYUAN"	14th " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkui), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

The Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 56. Hongkong, 17th April, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers Between Hongkong and Manila—Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 24th April, at Noon.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 1st May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 17th April, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1900, at Noon
S.S. MANSHU MARU	5,000 "	" August, 1900
S.S. AMERICA MARU	6,000 "	" October, 1900
S.S. HONGKONG MARU	6,000 "	" Dec., 1900

For particulars, apply to

K. MATSUDA, Manager. TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th April, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP. Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship "GLAMORGANSHIRE" will be despatched as above on or about the 20th April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 2nd April, 1900.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

S.S. "INDRAMAYO" FRIDAY, 30th April. For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents. Hongkong, 10th April, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Aymorio	4,363	T. Shotton	About 24th April.
Securic	6,432	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PAROKE EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to—

DODWELL & CO., LIMITED, General Agents. Queen's Buildings Hongkong, 8th April, 1900.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON & NEW YORK: S.S. "DACKER CASTLE" About 20th April. FOR NEW YORK ONLY: S.S. "SATSUMA" About 20th May.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 10th April, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. E. W. WALKER. "KWONG SAI" Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted). Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electric Light. Electric Fans in First Class Cabin.

Passage Fare—Single Journey—\$4. Meals—\$1.50. For Freight or Passage, apply to—

YEN ON S.S. CO., LD. and SHIU ON S.S. CO., LD. 24, Queen's Road West. Hongkong, 14th April, 1900.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th April, 1900. per 5 Mds.

BUTCHER MEAT.

Head sirloin & prime cut—Moi Lung Pa B	20
Corned—Ham Ngau Yik	20
Roast—Shiu	20
Roast—Ngau Lam	20
Bump, Tong Yuk	25
Steak—Ngau Yuk Pa	20
Sirloin—Ngau Lau	20
Sausages—Ngau Yuk Chang	20
Bullock's Brains—Know	10
Tongue fresh—Ngau Li	10
Corned—Ham Ngau Li	60
Head—Ngau Tau	20
Heart—Ngau Sum	18
Hump, Salt—Ngau Kin	18
Foot—Ngau Kook	8
Kidneys—Ngau Yik	10
Tail—Ngau Mei	10
Liver—Ngau On	12
Tripe (unpressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai-tau-kook	Set \$1.00
Mutton Chop—Yeung Pui Kwai	22
Leg—Yeung Pui	22
Shoulder—Yeung Shau	20
Pigs' Chittlings—Chi chung	22
Brisket—Chi Kow	22
Feet—Chi Kook	11
Fry—Chi Chak	25
Head—Chi Tau	18
Heart—Chi Sum	18
Kidneys—Chi Yik	7
Liver—Chi Kon	24
Pork, Chop—Chi Pui Kwai	24
Corned—Ham Chu Yuk	—
Leg—Chu Pui	23
Fat of Lamb—Chu Yau	17
Sheep's Head and Feet—Yeung Tau	Set
Keok	50
Heart—Yeung Sum	10
Kidneys—Yeung Yik	9
Liver—Yeung On	22
Sacking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	22
Sausages—Ngau Chai Yuk Tong	20

FRUITS.

Almond—Hung Yau	30
Apples, (California)—Kam San Ping	40
Ko—Hung Yau	40
(Hafu)—Tin Chai Ping	—
Ko—Hung Yau	—
Small—Hoi Tong	—
Outard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	4
Hong Chai	4
(brides), Macao—San Heng Chai	4
Chestnuts, Chinese—Yeung Lut	10
Carambola—Yeung To	10
Cocconuts—Yeh Tai	10
Grapes—Sia Tai Tai	10
Lemons, China—Ning Moong	10
Amer.—Kam San Ning Moong	6
Lichees, Small Stone—Lai Chi Con	40
Fresh, Lai Chi	—
Limes, (Sagoo)—Sai Kung Ning	10
Moong	10
Mango, Manila—Lai Sang Moong	15
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai per 100	15
Oranges, Tim Chang	15
Small—Tai Kut	—
Mandarin—Tim Kut	—
Olives—Pak Lam	8
Passion Fruit	—
Pears, (American)—Kam San Shut Li	12
(Canton), Cooking—Sai Li	14
(Shanghai)—Sheng Hoi Li	18
Peanuts—Fa Sang	10
Perlimmons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheng Poon	—
Ti Paw law	15
and cooking—Chung tang	—
Paw-law	—
Platains—Tai Chai	3
Plums, Swatow—Hung Lai	—
Pomelo, Siam—Chim Lo Yau	10
Walnuts, Hop Ton	20
Green—Sang Hop Ton	—
Shanghai Lo Kwai	—

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sia Kai	28
Ducks—A	28
Doves—Pan Kau	18
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	30
Hainan—Hoi Nam Kai	28
Geese—Ngo	20
Geese, Wild Shanghai—Sheng Hoi Ye	20
Ngo	—
Musk Deer—Wong Keng	each
Hare—To Chai	—
Partridge—Chi Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kip	each
Holoh—Holoh Pak Kip	26
Quail—Um Ghau	—
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chai	each
Turkeys, Cock—Fo Kai Kang	per lb
Hen—Na	58
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sulap Chai	—
Wild Ducks Canton—Sang Shing Sui	Ap

FISH.

Parbel—Ka Yu	9
Bream—Bla Yu	13
Canton Fresh Water Fish—Hoi Bla Yu	14
Carp—Li Yu	20
Catfish—Chik Yu	11
Codfish—Mun Yu	12
Grabs—Hal	18
Gutle Fish—Muk Yu	14
Dab—Sa Mang Yu	16
Dace—Wong Mai Lun	18
Dog Fish—Tli Tu Sa	18
Kelk, Congor—Hal Mao Yu	16
Fresh water—Tam Sui Yu	24
Yellow—Wong Sin	24
Frogs—Tina Kai	28
Garoupe—Sek Pan	12
Gadgou—Pak Kip Yu	12
Herrings—Tao Pak	18
Halibut—Chung Kwan Yu	18
Labrus—Wong Fa Yu	15
Loach—Wo Yu	15
Lobsters—Lung Ha	32
Mackerel—Chi Yu	16
Mullet—Mun Yu	28
Monk—Chai Yu	21
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Perch—Tan Loo	14
Pike—Fa Paw Pong	18
Plaice—Pan Yu	18
Pommet, Black—Hak Chong	28
Pommet, White—Pak Chong	28
Prong—Ming Ha	45
Ray—Fa Fa Sa	9
Rock Fish—Sek Kai Kung	15
Roach—Chun Yu	16
Salmon, (Ore), fresh water—Ma Yu	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah	6
Chai Chai	—
Beans, (French) Macao—Oh Moon Pin	10
Tau	—
Beans, (French), Shanghai—Sheng Hoi	—
Pin Tau	—
Beans, Sprout—Ah Chai	5
Beans, Long—Tau Kok	5
Best Root—Hung Chai Tau	2
Brijals, Green—Chung Yau Ker	5
Brijals, Red—Hung Ker	5
Brassica—Pak Chai	4
Bamboo Shoots—Chook Shai	—
Cabbage, Chinese, com.—Kai Choy	3
Cabbage, Red—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Chai	10
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Chai	—
Fa	—
Cauliflower, Medium size—Chung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	—
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Chai	4
Celery, White—Pak Yeung Kan Chai	—
Chillies, Dried—Con Lat Chai	50
Red—Hung Fa	50
Green—Chung Lat Chai	50
Curry Stuff, English—Ka Lee Choi Liu	10
Cucumbers—Chung Kwa	—
Bitter Squash—Fa Kwa	10
Garlic—Suen Tau	8
Ginger, young—Sun Tas Keung	5
old—Lo Keung	5
Horse Radish, Shanghai—Lik Kai	15
Indian Corn—Suk Mai	—
Lettuce—Yeung Sang Chai	each
Water Cress—Ma Tai	5
Mandarin—Kwai Lam Ma Tai	8
Musk Melon	—
Mushrooms, Fresh—Sang Chai Kho	—
Onions, Bombay—Yeung Chung Tau	7
Green—Sang Chung	—
Shal—Sheng Hoi Chung Tau	6
Japan—Yat Poon	—
Okroes—Mo Ker	—
Parsley, English—Yeung On Sai	10
Grades Pea	2
Green Peas—Chung Tau	8
Potatoes, Sweet—Fan Rhu	5
Shanghai—Sheng Hoi Shu	—
Tai	3
Japan—Yat Poon Sui Tai	—
American—Yat Ki	—
Footchow—Fuk Chai Shu Tai	3
Macao—Oh Moon	—
Pumpkin—Tong Kwa	2
Radish—Hung Lo Pak Tai	4
Shalbat	—
Shalots—Oon Chung Tau	3
Spinage (Chinese)—Paw Chai	4
Spinage—Yin Chai	5
Tomatoes—Fan Ker	6
Taro—Wa Tai	—
Turkey—Pau-t (Long)—Low Pak	5
English—Yeung Low Pak	5
Vegetable Marrow—Chai Kwa	10
Water Cress—Sai Yeung Chai	10
Calrops—Lau Kwa	—
Lily Roots—Lai Ngan	—
Yam—Tai Sau	—
Sage	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to control the market.

W. BOWEN, BOWEN & CO., 10, BOWEN STREET, HONGKONG.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	RESERVE.	AT-WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex. 1/8 = \$16.034	5 1/2 %	{ \$990 buyers London £87
National Bank of China, Limited	90,025	£7	£6	{ £4,000 £150,000 }	\$10,123	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	{ \$1,500,000 \$23,757 \$411,000 £125,000 Tls. 150,000 Tls. 300,747 Tls. 118,277 }	none	\$14 for 1907	7 1/2 %	\$187 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 300,747 Tls. 118,277 }	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 105 sales
Union Insurance Society of Canton, Limited	18,400	\$850	\$100	{ \$2,000,000 \$200,000 \$190,498 £190,498 \$77,649 \$2,000,000 \$190,498 \$2,190,498 }	\$2,506,011	{ Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	5 1/2 %	\$845 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$591,768	\$12 and bonus \$3 for 1906	7 %	\$225 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$10	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$106 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$168,711	\$27 for 1907	8 1/2 %	\$330 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$24,618 \$24,618 \$24,618 \$24,618 \$24,618 \$24,618 \$24,618 }	\$1,088	\$1 for 1906	...	\$11 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	NIL	2 1/2 for year ending 30.6.1908	7 1/2 %	\$55 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	8 1/2 %	\$30 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £10,000 £10,000 £10,000 £10,000 £10,000 £10,000 £10,000 }	£13,755	{ 5/- for 1907 on Preference shares only @ ex 1/8 = \$1.154	4 1/2 %	{ \$46 buyers \$14 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{ Tls. 50 buyers Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 }	£98	Second interim of 1/- for a/c 1908	...	Tls. 50 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$47,000	{ \$1.00 for year ending 10.4.1908 \$0.50	4 1/2 %	\$23 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137 1/2 sellers
Luxon Sugar Refining Company, Limited	7,000	\$200	\$100	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	Dr. \$135,523	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 132 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 }	£11,558	{ Final of 1/6 (coupon No. 11) for year end- ing 30.2.08	7 %	Tls. 18 sellers
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 }	Dr. £2,191	No. 12 of 1/- = 18 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	Dr. \$7,411	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$30,108	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$50 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$187,098	Final of \$4 making \$8 for 1908 (interim of Tls. 2 1/2 for 6 months ending 31st October, 1908)	10 %	\$80 sales
Shanghai Dock and Engineering Co., Ltd.	\$57,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 13,742	Final of Tls. 6 making Tls. 10 for 1908	5 1/2 %	Tls. 8 1/2 sales
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 164 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	5,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	6 %	Tls. 100 buyers
Astor Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$750,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 }	Dr. \$4,200	\$2 1/2 for year ending 30.6.07	...	\$12 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$750,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$18 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 }	\$995	Final of \$3 making \$6 for 1908	7 1/2 %	\$84 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$26,475	Final of \$3 1/2 making \$7 for 1908	7 %	\$97 sales
Humphrys, Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	\$5,486	60 cents for 1908	7 %	\$88
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 }	\$278	\$1 1/2 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,250,000 Tls. 125,000 Tls. 125,000 Tls. 125,000 Tls. 125,000 Tls. 125,000 Tls. 125,000 Tls. 125,000 }	Tls. 242,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908 Final of \$2 making \$4 for 1908	7 %	Tls. 117 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$62,500 \$62,500 \$62,500 \$62,500 \$62,500 \$62,500 \$62,500 }	\$1,968	Final of \$2 making \$4 for 1908	9 %	\$44 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 116 sales
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$9,558	50 cents for year ending 31.7.08	5 1/2 %	\$9 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 93
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 Tls. 80,000 }	Tls. 4,820	Tls. 4 for 1908	...	Tls. 112 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 15,912	Tls. 50 for 1906	...	Tls. 450 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £1,500 £150,000 £150,000 £150,000 £150,000 £150,000 £150,000 £150,000 }	£648	1/10th per share for 1907 = 1.037	10 %	\$102 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$72,000 \$72,000 \$72,000 \$72,000 \$72,000 \$72,000 \$72,000 }	NIL	\$1.20 or 1908	10 1/2 %	\$11.50 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$1,138	50 cents for year ended 28.2.06	...	\$5
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 }	\$2,407	80 cents for 1908	8 1/2 %	9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 }	\$48	\$1.30 for year ending 31.7.08	5 1/2 %	\$14 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000 }	\$3,750	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$8.90 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$12,000 \$12,000 \$12,000 \$12,000 \$12,000 \$12,000 \$12,000 }	\$251	\$5 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holts, Limited	21,000	\$20	\$20	{ \$420,000 \$42,000 \$42,000 \$42,000 \$42,000 \$42,000 \$42,000 \$42,000 }	\$8,957	\$2 for year ending 28.2.03	8 1/2 %	\$23 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 }	\$9,321	\$1 and bonus 20 cts. for year ending 29.1.08	6 1/2 %	\$10 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$12,500 \$12,500 \$12,500 \$12,500 \$12,500 \$12,500 \$12,500 }	\$7,616	Final of \$1 1/2 per share making \$1 1/2 for 1908	6 1/2 %	\$170 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 \$60,000 }	\$8,390	Final of \$1 1/2 per share making \$2 for 1908	8 1/2 %	\$120 buyers
Maatshappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 }	Tls. 116,682	1st Quarterly div. of Tls. 12 1/2 for account 1909	6 1/2 %	Tls. 900 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 }	\$7,471	80 cents on fully paid shares and 60 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$250,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 \$25,000 }	\$7,471	80 cents on fully paid shares and 60 cents on \$1 paid shares for year ending 30.4.08	4 1/2 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 }	Pa. 18,640	None	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	T					